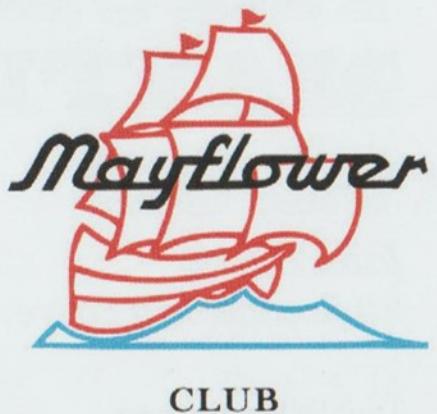


# Triumph Mayflower Club

FELLOW  
POWER

TRIUMPH



SPRING ISSUE 2020 No. 167



POWER

# TRIUMPH MAYFLOWER CLUB

TRIUMPH



CLUB

*John Corley*

*20 Southdown Drive, Thurcaston, Leicestershire LE4 8HS*

*1st April 2020*

Dear Fellow Members,

Please note that members' annual subscriptions are due for renewal at the end of March. At the 2019 Annual General Meeting it was decided to increase the membership for all members, regardless of where you live, to £35 per annum. This will commence in September 2019.

This subscription is to be sent to membership secretary John Corley, at the above address. Some members have already paid. If this is the case please ignore this reminder.

Some members have elected to pay via "Standing Order" through the club's bank. If you are wishing to join in this scheme the The Triumph Mayflower Club's bank details are as follows: Horley branch Lloyds TSB bank; bank sort code 30-94-38; and the account number 00066503. Overseas members who wish to transfer money electronically may do so through their bank using the following: customer 6 digit sort code 309438/customer 8 digit account number 00066503/BIC code LOYDGB21042 or IBAN code GB83 LOYD 3094 3800 0665 03. If you consider this the easy way to pay your subscription please take advantage of this opportunity, but please inform me that you intend to pay this way in order for your membership to continue smoothly.

Failure to rejoin would mean that you would no longer have access to the club's spare parts, technical advice and would not receive any further editions of *Flower Power*.

For your convenience I have included a return slip with this letter. If you would like your new membership certificate by return of post please enclose an s.a.e. I always try to e-mail certificates to members where I have an up to date e-mail address.

I am still trying to update the Triumph Mayflower Club database. It is becoming easy to contact members via e-mail, but I am short of e-mail addresses for a few members. Please, either write your address below, and return the slip with your subscription, or make contact with my e-mail and I can then store your e-mail address. This e-mail way of working helps keep costs down and keeps you in touch!!!

Any problem or uncertainty please e-mail me at [j.r.corley@btinternet.com](mailto:j.r.corley@btinternet.com).

Thank you

#####

Please find my enclosed cheque/money order for £35 membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2021. Please make cheques payable to "Triumph Mayflower Club". World membership must be paid in some form of £ sterling, as the bank transaction and exchange rates are so silly! If you encounter a problem with this arrangement please e-mail me with the problem and I will do my best to sort it. However, any members in USA or Canada who would like to pay in US dollars can write a personal cheque payable to John Gogay, for \$47.00 but still send to John Corley at above address.

Signed \_\_\_\_\_ Member number \_\_\_\_\_

My email address is \_\_\_\_\_

FLOWER POWER  
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*Cover: Michael Hales' Mayflower on display at the Orsett Showground in Essex in July last year — see Page 12*

*The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.*

**TRIUMPH MAYFLOWER CLUB  
ANNUAL RALLY**



**SUNDAY JULY 19**  
**Avoncroft Museum, Warwickshire**

*Further details contact: Rally Secretary John Banks [liljohn789@hotmail.co.uk](mailto:liljohn789@hotmail.co.uk)*

# Editorial

Hello fellow Mayflower lovers!

Well, what extraordinary and, quite frankly, frightening times we find ourselves in. We're in lock-down in our house, so we can empathise with you if you are too.

Hopefully having the latest *Flower Power* to read will brighten your day. Of course Rally Season will soon be upon us, in the UK at least. However, which ones will go ahead and which won't is, of course, a complete unknown at the moment.

Unfortunately no decisions could be made at the AGM, because there were insufficient committee members to form a quorum; many of us already prisoners to the coronavirus by this time. A provisional date of September 6 has been suggested for the next meeting. Also affected are the plans for the FBHVC 'Drive-it Day': Their press release can be viewed in the 'News' section of our club website.

## New windscreen

Moving on from all things viral, in this issue we have some excellent contributions from our members, including the usual smattering of technical advice.

Former Chairman John Oglesby tells us about buying a 'new' Mayflower, having been without one for many years. We hear more about the history of 'Blossom'; one of our members being prompted to write in, in response to an article in the last issue.

This year marks the 400th Anniversary of the momentous voyage of the 'Mayflower', from which of course the car takes its name. I can only think that most events to mark the anniversary may well be curtailed because of Covid-19.

However, if in your neck of the woods commemorative events are able to take place, please send me some photographs for the next edition!

I would at this point like to 'reach out' to all our overseas members and ask you to send me your contributions for *Flower Power* if you can. It would be great if the magazine could have a more 'inclusive' feel to it, rather than just a British identity.

Coming up in the next issue we have more technical contributions from Russ Hoenig, our

Technical Officer in the USA. Continuing with the international theme, we will hopefully hear from one of our newest members, Heiko Triebener, about his adventures travelling from his home in Germany to Holland, to buy his first Mayflower (I hope, Heiko, that your plans have not been curtailed by Covid-19). All this, and more, coming up in the next issue.

Please stay safe, and only venture out in your Mayflower if it is advisable.

*Barbara*

## Welcome to new members

1275

We are currently unable to show members details

1276

1277

## Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are May 30 and August 30. All correspondence should be sent to Barbara Davies by post or by e-mail.

## NEW & SECONDHAND SPARES

NOW AVAILABLE FROM

Paul Burgess - E-mail:  
[pburgess1956@gmail.com](mailto:pburgess1956@gmail.com)

## CRANKSHAFT PULLEY WANTED

Russ Hoenig, US Technical Officer, is looking for broken crankshaft pulleys that he can weld and restore (apparently this is an easy task as long as the key slot is not walled out)

Please contact  
[bofaus@windstream.net](mailto:bofaus@windstream.net)

# Chairman's report

Hello all

First of all, I would like to thank all the members who turned up to last year's rallies. Instead of Ripon, we tried holding the 'Northern' Rally at Messingham. This year our main rally is at 'Avon-croft Open Air Museum', Bromsgrove. All event dates are listed in the Rally Secretary's Report on page 3. Coronavirus may just put an end to all these plans but I hope not.

My car was running well until I decided to fit electronic ignition; now there is no spark (I did

follow the instructions they sent me). So I'm going back to the old points until I can sort it out. The problems of classic car motoring!!!!

Please try and support us by coming to this year's rallies, if the Government does not stop them because of the virus.

Thank you all for your continuing support, and happy motoring in your Mayflowers in the coming months.

*Keep safe, regards  
John Castle (Chairman)*

# Rally Secretary's report

**by John Banks, Rally Secretary**

Hi All Triumph Mayflower Enthusiasts

The following rallies will hopefully be fully attended by all who are able:

**May 17** — Standard Triumph Picnic, Walton Hall Warwickshire.

**June 7** — Classic car rally at Messingham, Lincolnshire.

**July 12** — Triumph Roadster annual rally at Waddesdon Manor, Bucks.

**July 19** — National Rally with the Triumph Renown Club at Avoncroft Museum, Warwickshire

**August 14-16** — Inter Club Triumph weekend, Stratford upon Avon, Warwickshire.

**August 30** — Northern Rally, Ripon, Yorkshire. CANCELLED.

Due to the current coronavirus health crisis, I advise those members who may wish to attend any of these events to check nearer to the time and use the venues websites for up to date information to see if they have had to be cancelled.

*Stay safe  
John Banks*

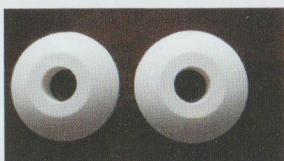
## Remanufactured Dash Knobs Available



- 118/18 Ignition/Light Switch Knob @ £9.00
- 118/21 Wiper Knob @ £7.50
- 118/15 Panel/Roof Knob @ £7.50
- 123/01 Choke Knob @ £7.50
- 123/07 Starter Knob @ £7.50
- 118/24 Heater Switch Knob (no 'H') @ £6.00
- 609/01 Set of the 6 above @ £40.00
- 102/13 Handbrake Operating Wedge @ £10.00

102/13 Handbrake Operating Wedge @ £10.00  
140/01 Inner Door/Window Handle Escutcheons @ £6.00  
UK P&P is £2.50 for any quantity

Contact: Paul Burgess, Spare Parts Coordinator  
[pburgess1956@gmail.com](mailto:pburgess1956@gmail.com) or at 14 West Street, Blaby, LE8 4GY



STANDARD



TRIUMPH

## THE ANNUAL TRIUMPH PICNIC AND HOG ROAST 2020

SUNDAY 17TH MAY

HOSTED BY THE

PRE-1940 TRIUMPH MOTOR CLUB



THE MERCURE WALTON HALL HOTEL

WELLSBOURNE  
WARWICKSHIRE. CV35 0HG  
TELEPHONE 01780 842424



This, the third of our picnics, celebrates everything that is wonderful about owning and running a classic Triumph, Standard or Standard Triumph car and all Clubs and individual owners are truly welcome. You are asked to do nothing more than arrive in your car between 10am and 4pm and spend a sociable day with us enjoying and marvelling at the range and variety of

Triumph cars produced between the 1920s and 1980s.

Join us this year at our beautiful venue and make the day a great celebration of the British motor industry and your hobby. For those without a picnic, a delicious Hog Roast will be available, together with a range of other buffet items and hot and cold drinks.



# Repairing the thermostat housing

by Michael Hudd, Member 119

ONE OF THE problems with running and maintaining a Mayflower is the fact that it was a one-off model. Yes, I know our engines are based upon the pre-war Standard 10, but I never did hear of anyone attempting to retro fit one into a Mayflower. Likewise, when the last Flower rolled off the production line that signaled not just the end of the model, but the engine also.

All this adds up to a situation that when some portion of your engine wears out, the only course is to look for a reclaimed scrap part and hope it still has some life in it. That was the situation I found myself in a while back, when whilst attempting to wake my Mayflower: I discovered, close to the thermostat housing, a nasty little pool of water all over the top of its cylinder head.

My first thought was that a jubilee clip had worked loose, or perhaps the top hose developed a leak. That unfortunately was not the case; I wish it had been. When the top hose was removed, a dreadful sight was revealed.

Almost the entire parallel section of the thermostat housing had corroded, and as I examined the surface, little chunks of metal kept falling away! The reason for that leak was now plain. It was simply impossible to create a watertight joint between the radiator and the engine. The necessary pipework had ceased to exist!



My first reaction was to contact the club spares department. This, by the way, was back before the days of Paul Burgess. Did we have any spares? No, we did not. Did we have any replacement part that would fit? Again, "No, nothing else fits".

Things were looking pretty black. Just like the lost horseshoe nail that lost the Kingdom, that damaged housing looked set to keep WHK 785 off the roads for keeps. The only option appeared to be a total engine replacement! Far better to cut my losses, sell up and buy a Morris 1000!

In situations like this I often try and think laterally. Most of the metalwork had corroded away; however, aluminium can be welded. Suppose I found myself a specialist able to graft on new metal?

A quick check in my local directory revealed MDT Engineering Ltd, of Wood Road, Kingswood, Bristol. This was a one-man business managed by a Mr Fairless. I paid him a visit, along with the damaged component, and a piece of top hose as a size guide for the new pipe.

Mr Fairless explained that in order to attempt a successful repair, all the corroded metal had first to be ground away. Success therefore lay in the balance. Would there be sufficient good metal remaining to attach the new pipe? Well,

as you can see it worked. The finished result might not win a beauty contest; it did however work a treat! And when the top hose is fixed in place, you hardly noticed a thing.

The total cost came in at £35.00. A bit steep you might think but well worth it I thought in the circumstances. For members with similar problems, Mr Fairless has let it be known that he would be interested in repeating this process, should it be so desired. However, all jobs would have to be assessed on their merits, case by case. He cannot guarantee success without first viewing the extent of the damage.



For those who would like to take matters further, contact details are: Tel. 01179 830028 or Mobile 07739 804337.

Mike Hudd  
member number 119

It's great that our members regularly come up with ingenious methods to keep our Mayflowers on the road. If you want other options, it might be worth re-reading Rob Davies' article on pages 6 and 7 of FP 161. Or, for an easier option, if you look at last month's FP, page 13, you'll see that Paul Burgess has now managed to get brand new water elbows and thermostat housings made for £60 + p&p.—Ed.

# AGM Report

**Held at the Meeting Room of the Triumph Sports Six Club, Main Street, Lubenham, Market Harborough LE16 9FT on Sunday, March 15, 2020**

PRESENT: John Castle (chairman); Paul Burgess (parts and regalia); John Banks (rally secretary); John Corley (general secretary); David Whitfield (member).

Apologies were received from: J. Oaker, J. Gogay, B. Davies, R. Davies, A. Davies, H. Pryor, S. Coulman, M. Smith, P. Norton, and J. Oglesby.

As there were not enough people attending to make up a Quorum, no decisions could be made at this meeting.

## Minutes of the Last Meeting

The minutes of the last meeting were read.

## Matters arising

R. Davies has stated that the junior members club would not be going ahead as there were insufficient youngsters within the club.

## General and Membership Secretary's report

This secretary's report is my first report to the AGM after my appointment at the last year.

My predecessor suggested that the USA membership is in decline, I can't comment other than to say that over the last year the number has stayed the same.

Total number of members for the following years: 1997 167; 1998 151; 1999 144; 2000 151; 2001 144; 2002 150; 2003 144; 2004 131; 2005 142; 2006 148; 2007 141; 2008 139; 2009 139; 2010 145; 2011 134; 2012 124; 2013 124; 2014 100; 2015 117; 2016 110; 2017 110; 2018 119; 2019 119; 2020 130.

The records for March 2020 show 124 members as at today—continental breakdown:

## Hello, all Triumph Mayflower owners

**Would you like an original pencil drawing of  
your special car, similar to this one?**

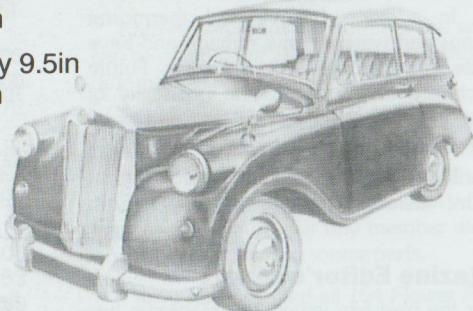
Taken from your photograph

This original is approximately 9.5in x 6.5in or 24.5mm x 16.5mm

Drawn on A3 Bristol Board paper.

Protected by 2 sheets of high density foam board and bubble envelope for postage.

£50.00 plus postage and packing



*For further details e-mail:*

**djclover.clover1@gmail.com**

**Worldwide Membership**

|                  | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|------------------|------|------|------|------|------|------|------|------|
| UK & Ireland     | 88   | 71   | 86   | 78   | 83   | 87   | 90   | 99   |
| USA & Canada     | 15   | 10   | 11   | 13   | 7    | 9    | 6    | 6    |
| Australasia      | 6    | 5    | 7    | 6    | 6    | 8    | 9    | 8    |
| Europe           | 8    | 7    | 6    | 7    | 8    | 9    | 8    | 11   |
| Africa           | 1    | 1    | 1    |      |      |      |      |      |
| Honorary members | 5    | 5    | 5    | 6    | 6    | 6    | 6    | 6    |
| Life President   | 1    | 1    | 1    |      |      |      |      |      |

**Spares Co-ordinator's report**

The spares stock is housed at the TSSC at Lubenham. An up to date catalogue is issued to members by e-mail on a regular basis and published on the club's website. I keep an eye on Ebay and other sources and buy up any suitable spares as funds allow. My aim is to acquire and stock difficult to get spares and to inform members of suppliers where they can get other parts.

Since the last AGM it has once again been a busy year for spares. During this year I have supplied approximately 440 items to members.

The club purchased substantial caches of spares with the help of £3,000 in loans (now repaid) from Spares Co-ordinator Paul Burgess. Another loan from Paul (again now repaid) and prepayment of orders from members along with a contribution from club funds to pay for the tooling allowed me to submit an order for rubber door and rear side window seals to be remade.

I have also just ordered remade rubber boot seals. In addition I have had thermostat housings and water elbows remade and have remade crankshaft pulleys on order. Future projects are to investigate the possibility of getting remade quarter light rubbers and pedal grommets.

Banking is via a Lloyds Treasurer's Current Account called "Triumph Mayflower Club

Spares". Payments by cheque, bank transfer or cash on collection are the preferred methods for cash on collection are the preferred methods for spares sales.

As stated earlier the club is funding the £600 per year cost of spares storage.

*As at February 29 2020  
the spares account for the year  
since the last AGM report is:*

| <i>Debits</i>                   |          |
|---------------------------------|----------|
| Spares Purchases                | £7613.09 |
| Travel                          | £355.00  |
| Sundries & postage              | £958.57  |
| <i>Credits</i>                  |          |
| Spares sales                    | £7939.00 |
| Other (incl £720.27 c/f/r 2019) | £2286.77 |
| <i>Balance</i>                  |          |
| Bank account                    | £1210.08 |
| Cash                            | £89.03   |
| Total                           | £1299.11 |

Detailed accounts are available for inspection on request.

Finally, I would like to record my thanks to the staff and committee of the TSSC for their willingness to help, their generosity and their spirit of co-operation.

Rallies are well reported by the Rally Secretary, accompanied by excellent photos.

Technical advice is always forthcoming from both the committee and our technical officers (in particular Paul Burgess and Russ Hoenig).

Members continue to share their own experiences with regards to tackling particular technical issues; this provides an excellent resource for anyone out there who is struggling with similar problems.

**Magazine Editor's report**

For the past few issues, the magazine has gone from strength to strength in terms of the quantity, and quality, of submissions from our members. I have received some excellent historical accounts; some of which go right back to the inception of the Club. I have also had some very detailed articles regarding members' more recent experiences of being out and about in their Mayflowers.

However, it is essential that the flow of material does not dry up! It's very frustrating when a member promises to send me a story and then this never happens (I have to add that this is not the norm and most members are very loyal in keeping me supplied with material).

My goal for this coming year is to try and encourage members from around the world to send me articles (Russ Hoenig works hard on this in the US; thanks Russ!) I want our members to remember that it is their magazine and to encourage those who have not as yet sent me anything to consider doing so.

Finally, I recently received a letter postmarked Nottingham and with the word 'Article' written at the top of the letter: It made reference to those who sailed to America in the 'original' Mayflower and the fact that 2020 is the 400th anniversary of the voyage. However, I have not included it in the magazine because it was signed 'A Member': My view is that if someone is not prepared to put their name to a submission, then I am not happy to include it.

### **Regalia Co-ordinator's report**

This year I have introduced a new range of regalia clothing with the new club logo and sourced enamel Mayflower lapel badges and key rings from Spain. A clearance sale meant I was able to sell off most of the old stock. Since last year I have received orders from 16 members who purchased 57 items.

#### **As at March 1 2020 the regalia account for the year since the last AGM report is:**

| <i>Debits</i>                |         |
|------------------------------|---------|
| Regalia Purchases            | £398.85 |
| Travel                       | £15.00  |
| Sundries & postage           | £37.72  |
| <i>Credits</i>               |         |
| Regalia sales                | £479.50 |
| Other (incl £66.60 c/f 2018) | £101.60 |
| <i>Balance</i>               |         |
| Bank account                 | £0.00   |
| Cash                         | £129.53 |
| Total                        | £129.53 |

Detailed accounts are available for inspection on request.

### **Web Editor's report**

The website has developed further this year, albeit at a pace much slower than I would have preferred. This is for two main reasons:

\* The rebuild of our Mayflower has been all-absorbing, as we come towards the end of an intensive four year build. The deadline is our daughter's wedding in August (although how this will now pan out with Covid19 is anyone's guess!)

\* The second and perhaps most restricting reason is the continued illness of the Web Master and the effect this has on her personally, on the family as a whole, and on the website. Due to the complexity of the website, which is a bespoke production specifically for the TMC, it is not yet possible for me to directly post to the site as it all has to be coded. Hopefully as Andi's health improves, so will the speed of posting.

I apologise for putting the restoration of our car ahead of the website at times but this is what brought us into the club in the first instance and will of course be a temporary 'blip' (if 4,500 hours work can be called temporary!)

There has been work carried out on refreshing the look of the website and removing some of the early anomalies. There is still development to do in this area, which Andi and I will work on over the next year.

I am not happy with the fact that some items on the website are very 'dated' and others which should be immediately posted are delayed. This again is often out of my control and when Andi is well enough to work on the website, I have to make the decision to work on priorities.

I am hopeful that this summer the website can be maintained in a more current and up to date manner.

As far as the archive of documents is concerned, I am grateful of the continuous supply of very useful material from Paul Burgess. This is developing into what will be a very useful resource for any member working on their car, or trying to source parts.

I have now scanned all 164 Flower Powers (except for six that I am currently missing) and will in due course have all these prepared and ready for publication on the web. This will allow a wealth of Mayflower knowledge, spanning nearly 50 years, to be freely available to members, together with all the stories and anecdotes of the past; a real social history of this great club.

## Treasurer's report

This is my 11th year in the role of club treasurer. With an opening balance of £3,248 and closing balance of £2,532 again this has been a year of one off payments regarding two of the most important functions of the club which are website development and spares tooling (window/boot rubbers).

The subs which are due in April will re-address this balance. The club insurance has been renewed at the same fee but I have managed to get the North American cover increases from £500 to £1,000. Again thanks to Phil Benson for compiling the spread sheets.

| Accounts for the Year 2018/19 |                  |         |         |                         |         |
|-------------------------------|------------------|---------|---------|-------------------------|---------|
| 2018/19                       | Receipts         | 2019/20 | 2018/19 | Payments                | 2019/20 |
| 3124.32                       | Bank Balance b/f | 3236.13 | 1318.00 | Flower Power            | 1236.00 |
| 12.12                         | Cash Balance b/f | 12.12   | 63.48   | AGM & other meetings    | 0.00    |
| 3243.00                       | Subscriptions    | 3183.15 |         | Officer's expenses/     |         |
| 0.00                          | Regalia Sales    | 0.00    | 174.48  | postage etc             | 590.58  |
| 0.00                          | Rally Receipts   | 0.00    | 931.01  | Web Site Fees/Renewals  | 566.01  |
| 0.00                          | Misc             | 26.50   | 104.56  | Rally expenses          | 98.24   |
| 0.00                          | Interest         | 0.00    | 73.74   | Subs FBHVC/Refunds      | 55.93   |
| 0.00                          | 2nd hand spares  | 0.00    | 0.00    | Misc                    | 881.45  |
|                               |                  |         | 465.92  | Regalia New Stock/Float | 0.00    |
| 6379.44                       | Total income     | 6457.90 | 3131.19 | Club Insurance renewal  | 487.52  |
|                               |                  |         |         | Total expenditure       | 3915.73 |
|                               |                  |         |         | Bank                    | Cash    |
| Opening balance               |                  |         | 3236.13 | 12.12                   | 3248.25 |
| Receipts                      |                  |         | 3199.65 | 0.00                    | 3199.65 |
| Payments                      |                  |         | 3915.73 | 0.00                    | 3915.73 |
| Closing balance               |                  |         | 2520.05 | 12.12                   | 2532.17 |

## Election of Officers

As the AGM was not quorate, election of officers could not take place so the existing officers will continue in post until the reconvened AGM. However, we did discuss the future appointment of officers.

John Castle our current chairman wishes to stand down but is happy to take on the vice chairman's position.

John Oglesby, once was our Chairman, has offered to be chairman once again.

Paul Burgess is very happy to stand down as vice chairman so that he can concentrate his efforts into Spare parts and regalia management.

Mark Smith will carry on as Publicity Officer if no-one else stands for the position.

Paul Norton is happy to continue as Treasurer.

## Any other business

Amended rules of the club were tabled, changes suggested and these will be discussed again at the next meeting when it is hoped a decision will be made.

Proposed role descriptions for Officers' posts were tabled for discussion at a later meeting.

The following rallies will hopefully be fully attended by all who are able: May 17, Standard Triumph Picnic, Walton Hall Warks; June 7, Classic car rally at Messingham, Lincs; July 15, TMC National Rally with the Triumph Renown club at Avoncroft Museum, Warks; July 12, Triumph Roadster annual rally at Wadesdon

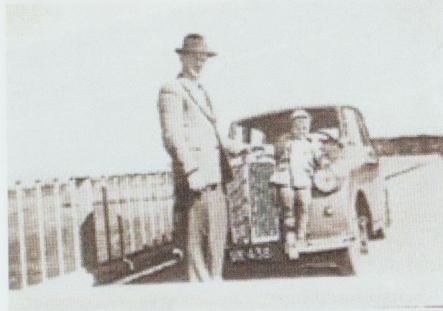
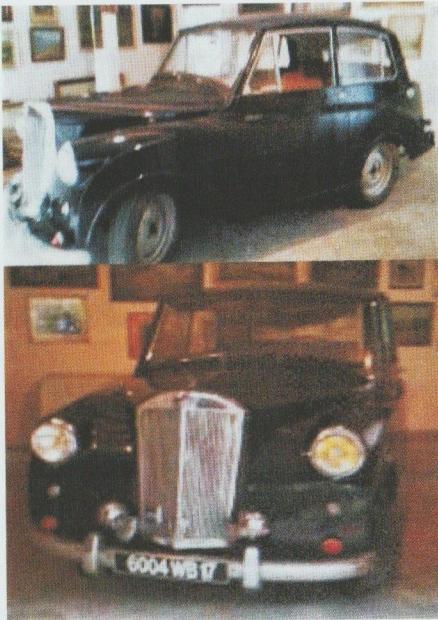
# Around the world in 26 letters

ON THIS OCCASION, I'm spoilt for choice! Now we're at 'F', and I've been lucky enough to find not just one, but two cars to feature!

Firstly, I give you the Mayflower owned by French member Dominique Soulard-de Russel, which is, unsurprisingly a left-hand-drive model.

From France, we travel to Finland for these charming photos from Torsten Avall: The first was taken in April 1953, en route from Helsinki to Turku (Torsten's father had to travel a lot around Finland for his job).

The second, taken during the same journey, features Torsten again; this time with her mother (who liked the look of the car, but said it was "not a very strong one, and it did not work very well in the winter period through snow and ice" . . . Doesn't sound like the ideal vehicle choice for Finland!).



## **WANTED YOUR CONTRIBUTION**

Any stories about Your Restoration, Your trip to a Rally, Your day out, Your Mayflower —

Please send them to the Editor

# Orsett Showground (Essex)



*My thanks to member 1266, Michael Hales, for these great photographs of his 1953 Mayflower on display at the Orsett Showground (Essex) on 14th July 2019.*

*It's always encouraging to see our cars at different events; if anyone has photographs of cars at events that we might not otherwise know about, please send them my way! — Ed.*

# After 28 long years!

**Member 407, John Oglesby, took possession of a 'new' Mayflower back in July of last year. Apologies John that I was unable to get your story into issue 166, but hopefully everyone will enjoy reading about it now. Looking forward to seeing the car in the 'flesh'; it sounds quite a find! — Ed**

AFTER MORE THAN 28 years without a Mayflower, I decided to find one for my retirement.

Way back in March I first saw an advertisement for a 1953 Mayflower, owned by the same person for 48 years. This was too expensive at the time and I was still working and therefore needed a car for commuting. So it was put on my 'wish list'.

Having recently finished work I was able to sell my modern car and eventually went to see GFK 682. Contacting the vendor proved difficult — the telephone number didn't work, and the vendor was finally reached via a Free-adds email link. My wife Tracy and I arranged a viewing. When Phillip (the vendor) lifted the garage door, Tracy said "That's your next car!"

As it happened, the car was Phillip's first car, and he kept it and parked it in a family barn when he purchased the next one. Eventually his wife said he ought to do something with it; then followed years of loving care and maintenance.

I feel privileged to be the person now charged with looking after such a splendid example; it was obviously difficult for Phillip to relinquish the car after forty-nine years of ownership.

We took the Mayflower for a spin, and had a photograph taken outside the 'Mayflower Pub' (which was the venue for the first Northern Rally, back in the early 90s). Along with the car, we also acquired an interesting quantity of spares built up over 49 years! This car was never known to the Club, so Phillip bought



spares as and when seen. They are now in my garage, shed and loft!

I look forward to seeing you at future rallies.

*John Oglesby (407)*



## Letters

### **Further adventures of Blossom**

Dear Ed,

I must thank Angus Cameron for his wonderful piece in the last issue of *Flower Power*. I really enjoyed reading it and, if I can, I'd like to add my piece.

We rescued Blossom from a garage at the Bridge of Earn, near Perth, in the summer of 1975 (we paid the lady £40) and brought her back to Kennoway in Fife on the back of Norman Hall's low loader. Thus I became a member of the early TMC.

Blossom stayed with us over the next 15 years, in the Leven and Lundin Links area, and we had many an adventure. Not the fastest of cars; I remember there was always trouble with the con rod, which Norman eventually fixed.

I do remember minor mishaps with her quite fondly, like running out of petrol near Cupar,

and her bonnet flying up while travelling on the Markinch bypass. Apart from that, she was well looked after. We sold her (with new registration) to Jim (or James) Danton, of Methil, Fife in around 1990.

This is where it gets interesting. Jim resprayed her black and took her to local shows: Leven, Ladybank and Glamis. Jim himself was a member of the TMC around this time, so we simply had to look back on the TMC membership history from around that period (early nineties) and Voila! Jim's car is Blossom, with the new registration.

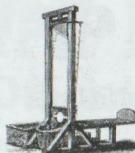
Jim eventually sold Blossom to a chap in Ayrshire so if there are any Ayrshire Mayflower owners reading this, whose car came from Fife around that mid-90s period, please get in touch. She may have ended her days, but I have a feeling Blossom is still out there (and we're getting nearer to tracking her down). There must be someone out there with the final jigsaw piece!

*Best regards  
Gary McBar Maguire (Member 291)*

*Can any of you help Gary solve this puzzle? It would be great to know Blossom is still 'alive and motoring'. —Ed.*

# Off with her head

## Part II



Several issues ago, there was an article about removing cylinder heads which caused me to cringe a bit: The use of the cylinder head spark plug holes with some special threaded screws was written up in a much earlier *Flower Power* and when I read that long ago, I had the same feeling. Putting strain on aluminum threads is not good, especially on irreplaceable parts. After 40 years of playing with aluminum heads and blocks, I have been taught an alternative, which follows.

Our normal head gaskets are copper sheathed along with our aluminum heads. Aluminum heads became popular after WWII for an unknown reason (unless to save weight, or to use up all the aluminum left over). Unless they have deep reinforcing ridges front to back, they warp. Mayflowers unfortunately don't have any ridges — warping blows gaskets, or allows seepage. The issue with the copper head gasket with an aluminum head is that the copper will encourage corrosion, and then you will never get the head off. Impurities in the coolant and metal will be drawn to the steel studs by the induced electrical current, which leaves a head that is very difficult to remove.

The use of spark plug treaded holes as a means to pry the head up works but like I said prior (and maybe it has never happened before), I would hate to have to helicoil a spark plug hole in a good head if not needed.

'Plan B' would to be to pull the studs and replace with HHCS (bolts): When you remove the HHCSs, you remove most of the surface area that is restricting the head. This isn't original but it's a very easy solution, and you can get acorn caps to dress up the head to make it look like a flat head, which it is. This works, but over-torqueing could pull the threads out of the block. This shouldn't happen but it is a side issue on some, non-Mayflower, engines.

'Plan C' works every time (at least for me): Go buy a length of small diameter, cotton clothesline rope. Pull the plugs. Insert some long dowels into the plug holes and with the car in gear, push and find two pistons on the upstroke. Bring them about half way up. Never cut your clothesline rope but tape around/over the ends to help prevent fraying. Insert and

pack one of the up-stroke pistons through the spark plug hole. Use the other end of your rope to do the same on the other up-stroke cylinder. Again, never cut your rope. Push the car to compress the rope and your head will pop off (*figuratively speaking I hope, Russ! Ed.*). If it does not, repeat with the other two cylinders. It works every time and is fast (I've used this method for 40+ years now).

Now, some thoughts: we do ourselves a disservice with the head gaskets that look good but are sheathed in copper. If we ever make up new ones, modern materials should be considered.

Use 100 per cent anti-freeze, or a mixture with water from a reverse osmosis system: Water contaminates and left-over engine contaminates always go to your studs.

Keep your clothesline clean, and never cut it (there's nothing more embarrassing than telling someone that "By the way, that cylinder is full of rope!"

The physical advantage of this is that you are using two, 2½" diameter surface areas (pistons) to push on the head, versus several small diameter pressure points. You also have the leverage advantage of your transmission to multiply the force on the head. It also eliminates the need to use a guillotine.

Hope these thoughts help and have fun with your Mayflower.

Regards from Western PA  
Russ Hoenig, 1035

## Llandudno Transport Festival

Jim Ricketts, organiser of the 'Llandudno Transport Festival', has asked if we could feature a notice for the show. It takes place on Friday, Saturday and Sunday (May 8, 9 and 10), it sounds like it could well be worth a visit. Not sure if they ever have any Mayflowers there, but there's always a first time! — Ed.

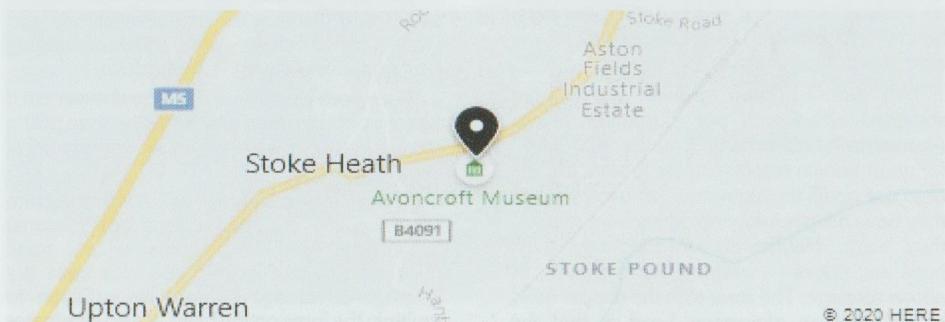
At the Llandudno Transport Festival, there are usually around 300 cars in attendance, 150 classic commercials, 100 motorcycles, 100 buses, classic caravan and car displays, 15 miniature steam engines, and much more! For more information check out the website ([www.llantransfest.co.uk](http://www.llantransfest.co.uk)), or e-mail Jim at [j.rickettslrf@gmail.com](mailto:j.rickettslrf@gmail.com)

# Annual Rally details

**to be held at the  
Avoncroft Museum of Historic Buildings**

Avoncroft Museum of Historic Buildings is an open-air museum of rescued buildings which have been relocated to its site in Stoke Heath, a district of Bromsgrove, Worcestershire, England. Founded in 1963 and opened in 1967, the museum was conceived following the dismantling of a 15th-century timber-framed house in Bromsgrove in 1962 to provide a location for its reconstruction. It

became England's first open-air museum and the second in the UK. This building is known as the medieval 'Town House' today, though it has been known by other names in the past, including the 'Bromsgrove House' and the 'Merchant's House'. It now houses a collection of domestic, industrial, agricultural and other forms of historic building, the majority dismantled and re-erected.



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## SPARES – LATEST NEWS

### Now in stock:

Remanufactured (016/05) 101678 Water Elbows and (016/01) 101623 Thermostat Housing @ £60.00 each + p&p.



Remanufactured (140/08 & 144/08) 700242/3 Door Seals @ £30 per door + p&p; (150/05 & 150/06) 800220/1 Rear Side Window Seal @ £25 per window + p&p. Will be supplied as single extrusions to cut & join to fit.

### On order:

Remanufactured (154/13) 600736 Boot Seal Rubber. £45.00 + p&p

**In progress:** Remade (018/05) 200189 crankshaft pulley.

**Under investigation:** (150/5&6) 800220/1: Rear Quarterlight/Vent Rubbers, Front Quarter light Rubbers and (048/24) 10333 Pedal Grommet.

### Possible long term project (in conjunction with Standard Motor Club):

Remade (010/12) 300134 Cylinder Head.

### Contact:

Paul Burgess on: [pburgess1956@gmail.com](mailto:pburgess1956@gmail.com) or at 14 West Street, Blaby, LE8 4GY

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# Latest Regalia Range



Hats: Beanie & Cap £10; Beanie £12



Clothing: Polo £16; Sweat £18; Fleece £25; Vest £9



Accessories: Mayflower badges & Key rings £5  
Triumph badge £3; Radiator badge £18; FP Binders £6



All prices + p&p  
Limited number of old  
stock items available at half price



Contact:

**Paul Burgess on: pburgess1956@gmail.com  
or at 14 West Street, Blaby, Leics, LE8 4GY**

(Some great Christmas presents here, if you want to start dropping a few hints! Ed.)